

NICHOLS & WRIGHT MOTOR CO.,
SUCCESSORS TO

WRIGHT
CONSTRUCTION



NICKEL
THROUGHOUT

WRIGHT MOTORS

HAVE SETTLED THE QUESTION OF CHOICE

NICHOLS & WRIGHT MOTOR CO.,
SUCCESSORS TO

THE WRIGHT MOTOR COMPANY

48 SOUTH DIVISION STREET
BUFFALO, N. Y.



C. C. NICHOLS,
General Manager.

W. H. WRIGHT,
Mechanical Engineer.

ANNOUNCEMENT.

IN PRESENTING this catalogue to the trade we firmly believe that we manufacture as good a motor as experience and skill has produced up to the present time.

We desire to make a brief description of our motors and to explain the most useful details. If there is any point that is not clear to the reader we will be pleased to correspond further.

The Wright Motor embodies the most advanced designs, and its construction is exceedingly simple. Every part is made of the best material that can be found on the market.

Our designer and constructor, Mr. Wright, has met with the approval of many of the leading mechanical and marine engineers and was one of the pioneers in the construction of gasoline motors in the city of Buffalo.

When comparing prices we wish to state that the Wright Motor develops as much horse power as the best motor on the market, and its consumption of gasoline will not exceed three-quarters of a pint per break horse power per hour.

We have so much confidence in our Motors that we are willing to send them subject to inspection, and if not found as represented they may be returned at our expense.

Yours very truly,

THE WRIGHT MOTOR COMPANY.

DESCRIPTION.

THE WRIGHT MOTOR is of the 2 cycle, 3 port Valveless type, which has many advantages over other types of motors, having no valves, no cams, etc.

Cylinders are of the highest grade close grain, gray iron, cast with liberal water jacket, ample material being left to insure safety and durability, they are bored and ground without being removed from Machine, thus insuring a most perfect cylinder. This means a larger efficiency of power. We guarantee that our cylinders will not need any regrinding for **ten years** if properly lubricated.

Pistons are made of a special grade of iron, which expands in unison with cylinders and are fitted with four or five rings, according to size of cylinder, three at the top and two at the bottom of piston. These rings are carefully turned and split. Each set of rings is accurately ground and fitted to special arbors and then they are again ground to proper outside diameter. Each ring has an **oil groove**. These rings are sprung into grooves of piston, and are properly pinned in place.

Piston Pin is made of high grade steel, carefully ground to exact size and bored out to carry oil to connecting rod.

Connecting Rods are made of the highest grade of phosphorus bronze with suitable adjustments on the crank pin end of the rod. These rods are securely fastened with a locking device of our own. We have never known of a single instance where our connecting rods have broken loose and destroyed a crank case, a common occurrence in many motors. These rods are drilled and all fitted with oil grooves.

Crank Cases are of the highest grade of gray iron. These crank cases are machined and securely bolted together at the center of crank shaft; the top half of the case is machined to receive the cylinder, which is properly bolted, and thus insures a gas-tight crank case.

Main Bearings are three and a half times the length of diameter of crank shaft which is a very well proportioned length. These long bearings insure long life and perfect alignment of crank shaft. These bearings are of our special silver babbitt and fitted with ample oil grooves.

Crank Shafts are of the hand forged type with the throws cut out of solid billet. These billets contain 30 per cent. carbon with $2\frac{1}{2}$ per cent nickel. They are accurately turned and ground to size and finished at the fly-wheel end with a Morse Taper, and key seated and threaded to receive lock nut. Both ends of crank shaft are turned smaller than the bearing of the shaft to receive the coupling and fittings for driving pump and timer. The object in machining the shaft small at end is to allow for repairing or turning in case the shaft ever becomes cut or scored by neglect of proper lubrication. This is another of our special features not found in other motors.

Thrust Bearings are of the ball bearing type and easily adjusted.

Pumps are of the rotary gear type made of phosphorus bronze, giving an ample supply of water to keep motors cool. They are driven by gear mounted on the timer shaft.

Timer on Single Cylinder Motors. Our smaller engines are equipped with a timer of very simple construction, our own design. This timer is fastened to the rear crank case. Bearing of each timer is fitted with a small piece of flat steel which comes in contact with a special hardened steel cam, mounted on crank shaft, which is impossible to get out of order. This timer is arranged so that the operator can advance or retard spark at will. The motor will start at any point the timer is placed, a very important point not found in other motors.

Timer on Multiple Cylinder Motors. These timers are driven by a set of bevel gears mounted on main shaft which drives a timer shaft which is held in phosphorus bronze bearing, mounted on the rear of motor. Our motors can be controlled from the front or rear.

Carburetor on 2¹/₂ H. P. Single Cylinder is of our own special design and is the simplest on the market. A special virtue of our carburetor is that you never have to change air throttle in starting motor, no matter what the conditions are. This is another important point not found in other carburetors. These carburetors are nicely finished in brass.

Carburetors on all other Types of Motors are of the Float Feed type, of the latest design, and the best adapted to our motor, although we will furnish any good type of carburetor our customer may desire.

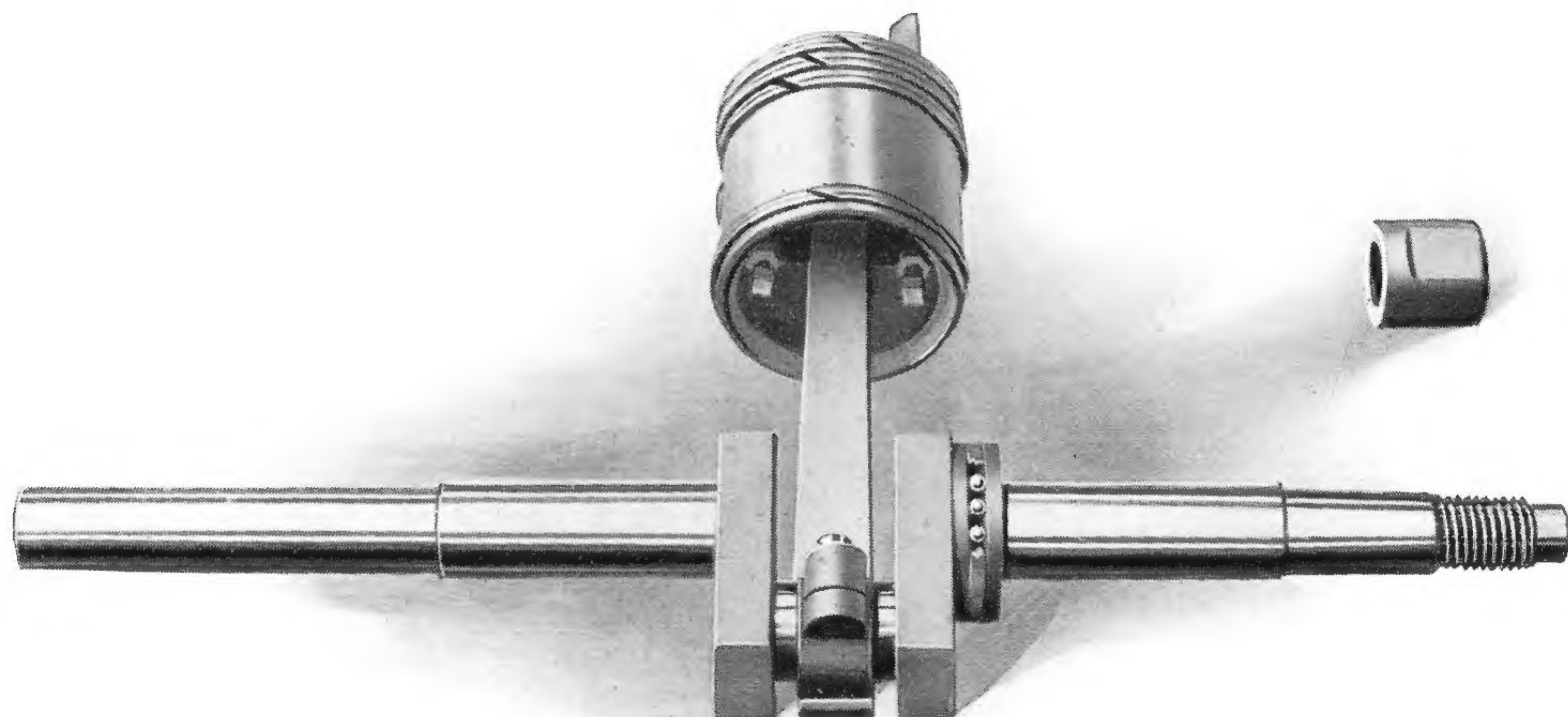
Coil. We furnish the best coil on the market. Our motors are equipped with jump spark ignition, using timers with separate coil for each cylinder, or one coil and secondary distributor, if desired.

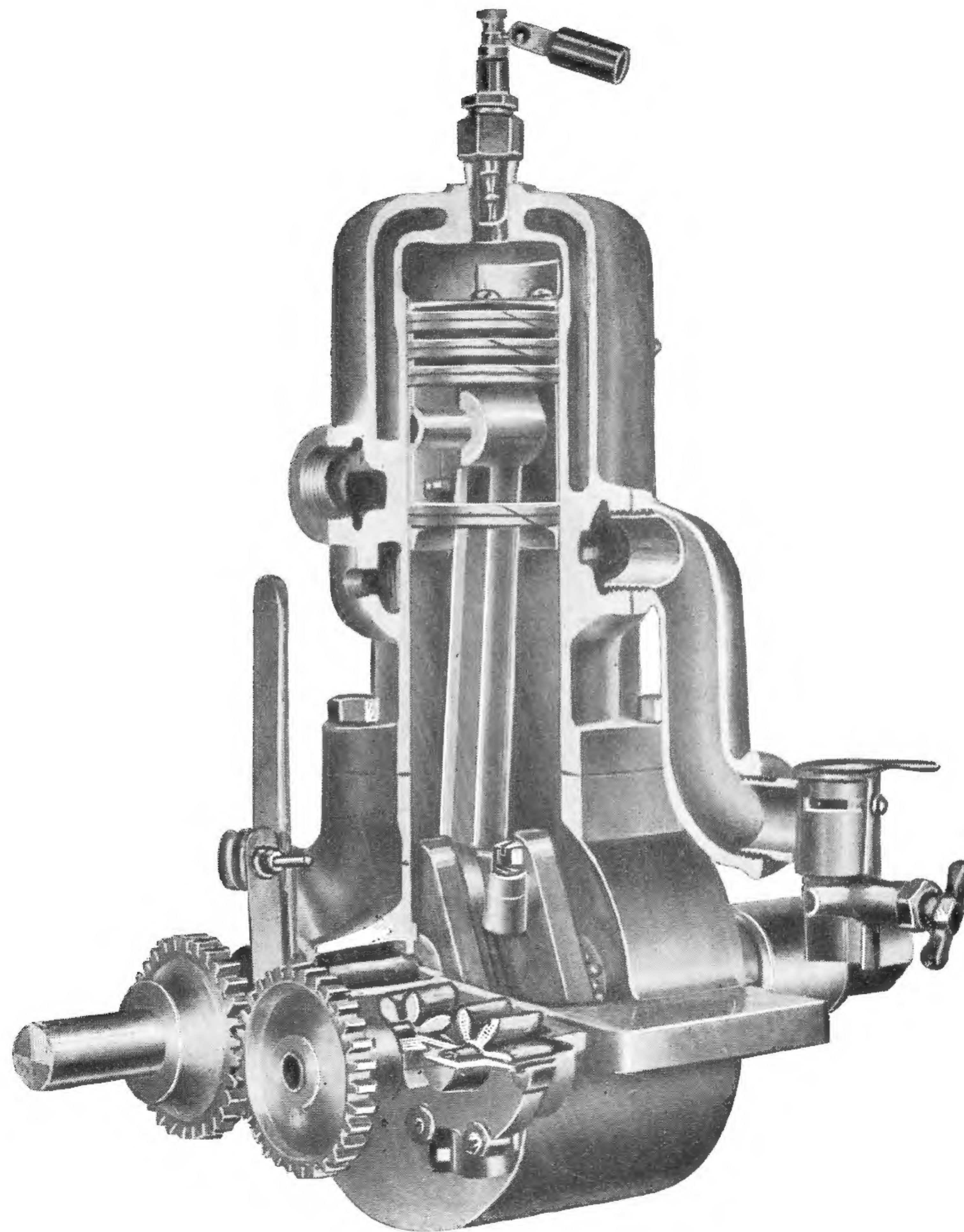
After reading the preceding paragraphs it should be evident to anyone that our motors are put up and finished in a most workmanlike manner. Those who have seen them will join with us in the statement that a more handsome equipment cannot be found.

Our Cylinders and Fittings are all ground and polished and then plated with a heavy coat of copper and finished with a heavy coat of nickel, which will not rust while in use, chip or crack like paint. The nickel plating adds greatly to the appearance of our motors, enables the operator to keep his motor perfectly clean, and adds much to the beauty of the boat, motor being always bright and clean. We have no polished steel surfaces which are sure to become rusted and cause an untidy appearance.

NOTICE: Scoop on bottom of connecting rod which dips up oil from bottom of crank case and lubricates bearings.

**Our Motors Run On GASOLINE, KEROSENE and ALCOHOL
Without Changing Carburetors.**







2 to 2½ H. P.

WRIGHT MARINE MOTOR

2 to 2½ Horse Power, Single Cylinder.

Diameter of Crankshaft, 1 inch.

Diameter of Flywheel, 13 inches.

Exhaust Pipe outlet, ¾ inch.

Width of space between foundation Blocks, 6 inches.

Width of base over all, 10 inches.

Length over all including coupling, 16 inches.

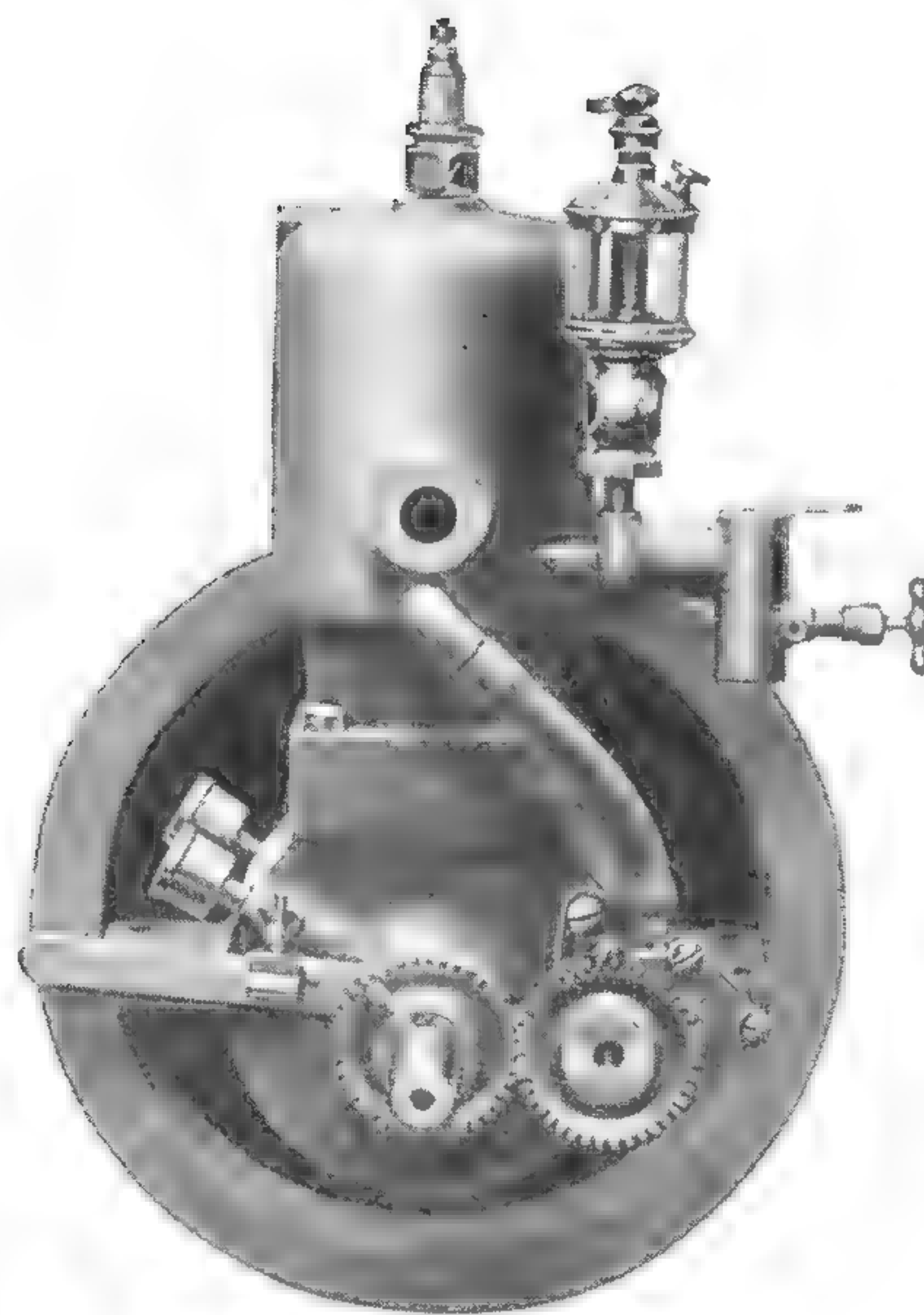
Length of foundation, 4 inches.

Height, 11¾ inches from base of flange.

Speed changed instantly at will from 100 to 800 with load.

Outfit includes, motor, pump, carburetor, timer, grease cups, oiler; starting crank, spark plug, coil, wire, coupling 4 ft. shaft, iron propeller, stuffing box.

Our motors run on gasoline, kerosene and alcohol without changing carburetor.



3 to 3½ H. P.

WRIGHT MARINE MOTOR

3 to 3½ Horse Power, Single Cylinder.

Diameter of Crankshaft, 1¼ inches. Diameter of Flywheel, 14 inches.

Exhaust Pipe outlet, 1 inch.

Width of space between foundation Blocks, 7 inches.

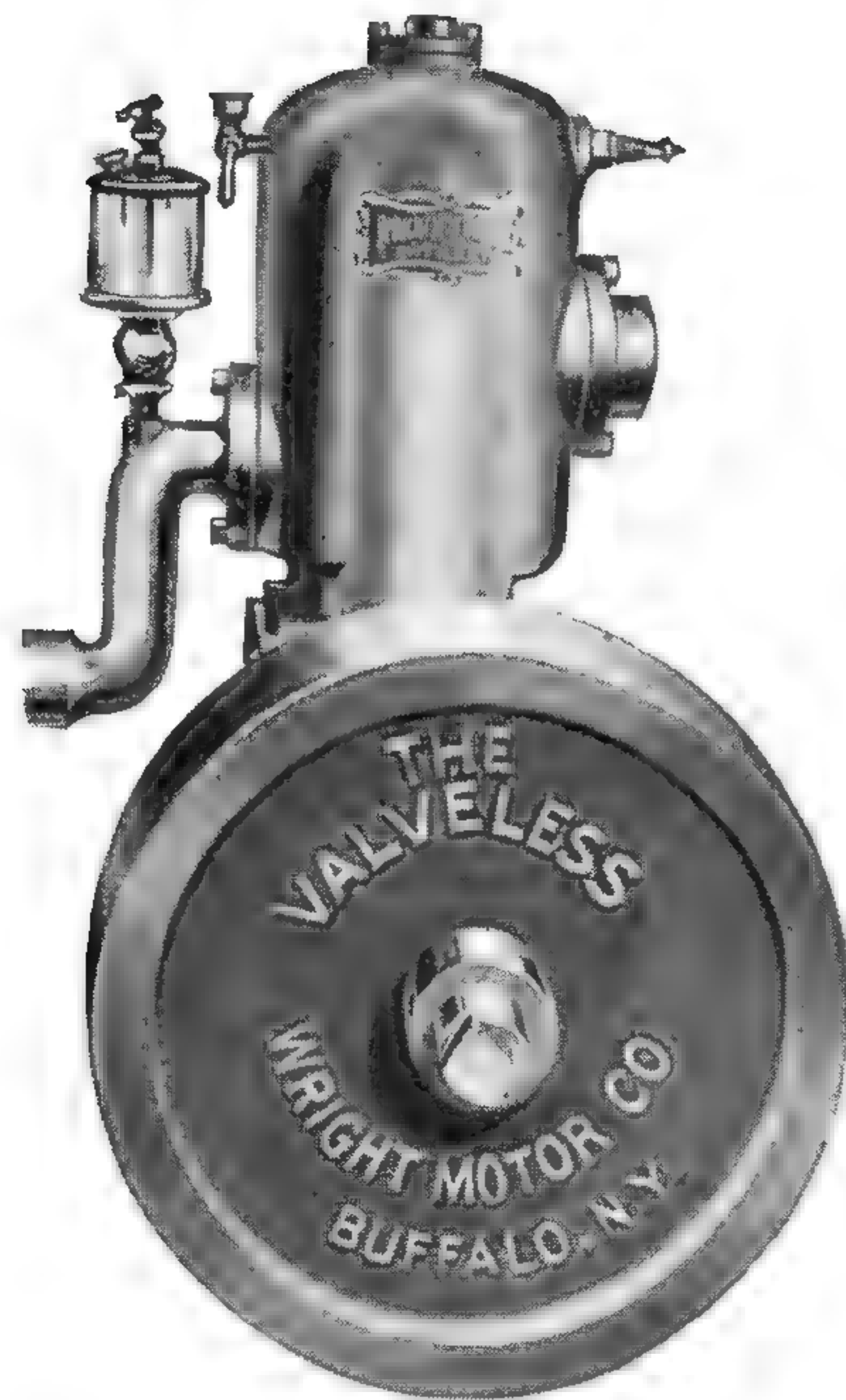
Width of base over all, 10½ inches.

Length over all, including coupling, 14 inches.

Length of foundation, 4½ inches. Height, 16 inches from base of flange.

Speed changed instantly at will from 100 to 800 with load.

Outfit includes, motor, pump, carburetor, timer, grease cups, oiler, starting crank, spark plug, coil, wire, coupling 4 ft. shaft, iron propeller, stuffing box.



4 to 5 H. P.

WRIGHT MARINE MOTOR

4 to 5 Horse Power, Single Cylinder.

Diameter of Crankshaft, $1\frac{1}{2}$ inches. Diameter of Flywheel, 16 inches.

Exhaust pipe outlet, $1\frac{1}{2}$ inches.

Width of space between foundation Blocks, 9 inches.

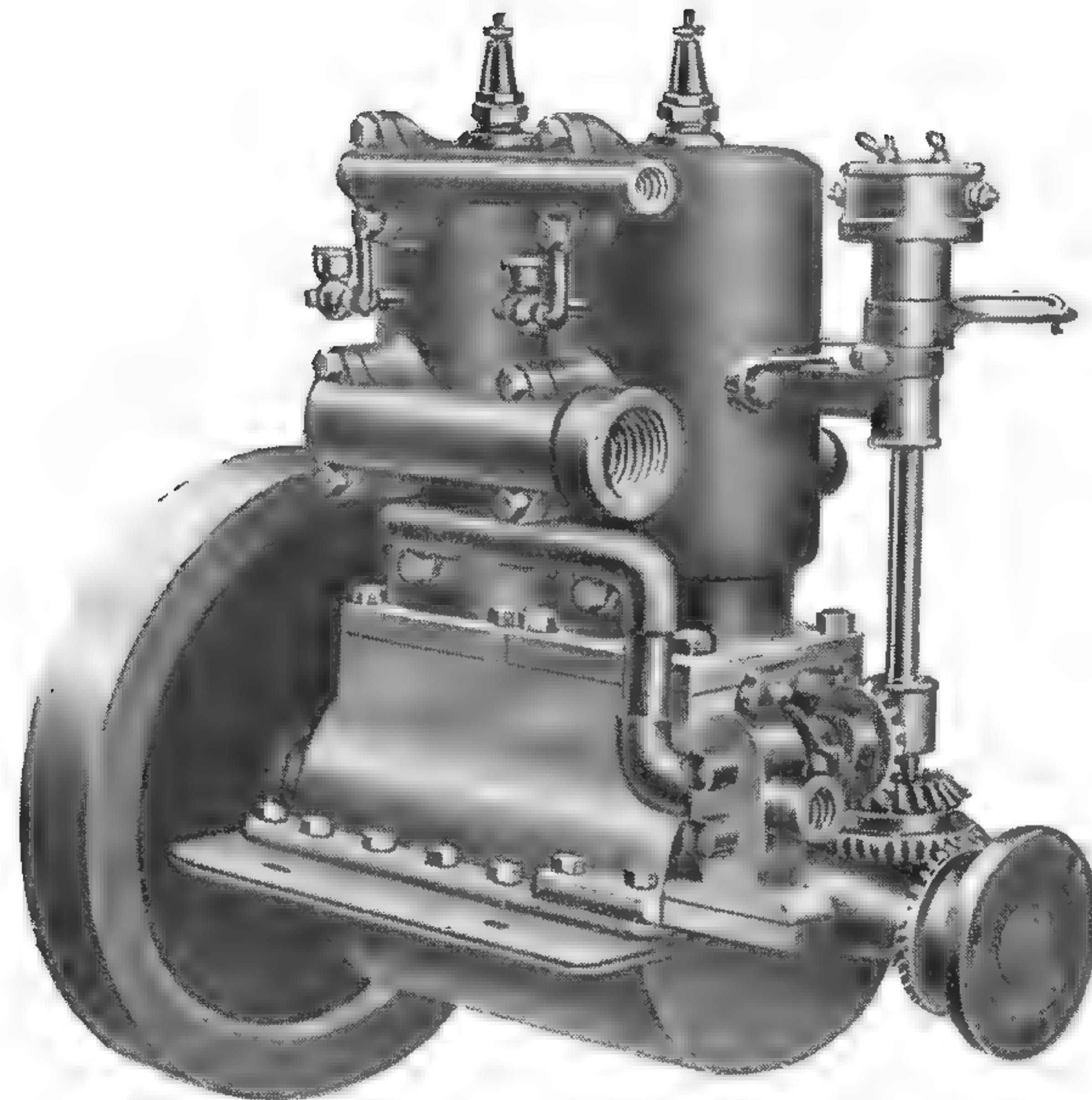
Width of base over all, 13 inches.

Length over all, including coupling, 24 inches.

Length of foundation, 6 inches. Height, $17\frac{1}{2}$ inches from base of flange.

Speed changed instantly at will from 100 to 800 with load.

Outfit includes, motor, pump, carburetor, timer, grease cups, oiler, starting crank, spark plug, coil, wire, coupling 4 ft. shaft, iron propeller, stuffing box.



7 to 8 H. P.

WRIGHT MARINE MOTOR

7 to 8 Horse Power, Two Cylinder.

Diameter of Crankshaft, $1\frac{3}{8}$ inches. Diameter of Flywheel, 14 inches.

Exhaust Pipe outlet, $1\frac{1}{4}$ inches.

Width of space between foundation Blocks, 7 inches.

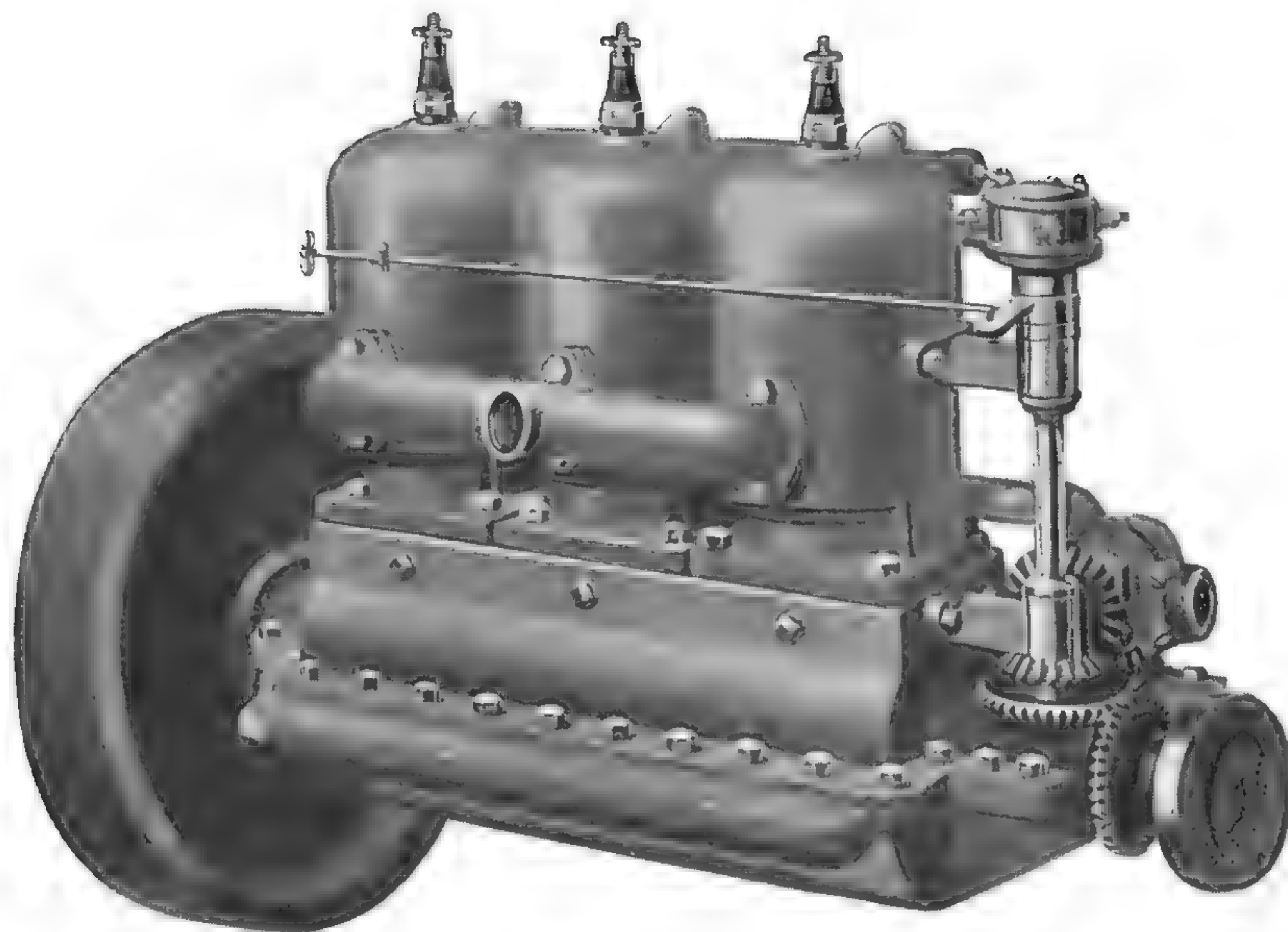
Width of base over all, $11\frac{1}{2}$ inches.

Length over all, including coupling, 23 inches.

Length of foundation, 12 inches. Height, 14 inches from base of flange.

Speed changed instantly at will from 100 to 800 with load.

Outfit includes, motor, pump, carburetor, timer, grease cups, oiler, starting crank, spark plug, coil, wire, coupling 4 ft. shaft, iron propeller, stuffing box.



10 to 12 H. P.

WRIGHT MARINE MOTOR

10 to 12 Horse Power, Three Cylinder.

Diameter of Crankshaft, $1\frac{3}{8}$ inches. Diameter of Flywheel, 14 inches.

Exhaust Pipe outlet, $1\frac{1}{4}$ inches.

Width of space between foundation Blocks, 7 inches.

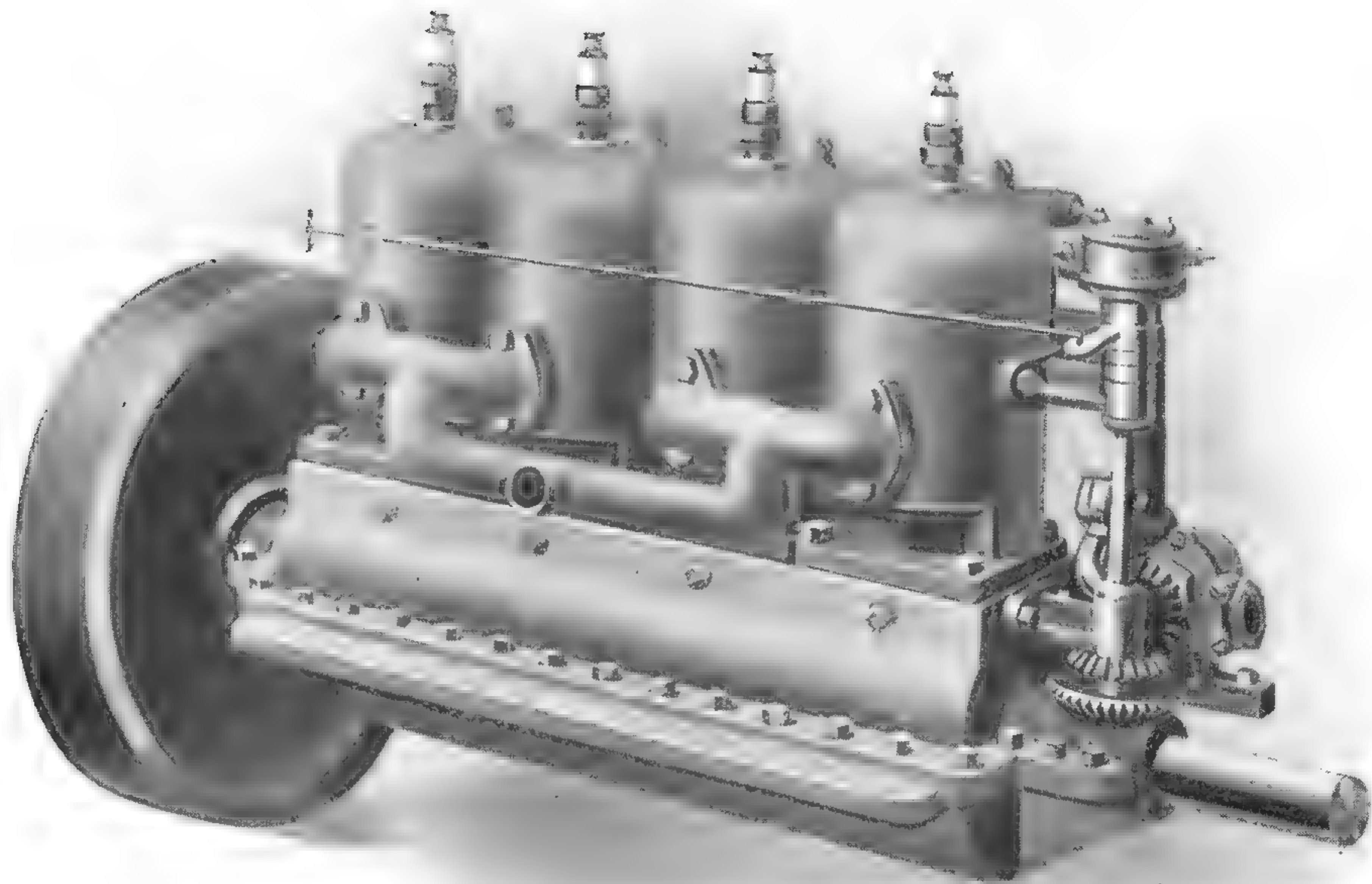
Width of base over all, $11\frac{1}{2}$ inches.

Length over all, including coupling, 27 inches.

Length of foundation, 17 inches. Height, 14 inches from base of flange.

Speed changed instantly at will from 100 to 800 with load.

Outfit includes, motor, pump, carburetor, timer, grease cups, oiler, starting crank, spark plug, coil, wire, coupling 4 ft. shaft, iron propeller, stuffing box.



13 to 16 H. P.

WRIGHT MARINE MOTOR

13 to 16 Horse Power, Four Cylinder.

Diameter of Crankshaft, $1\frac{1}{2}$ inches. Diameter of Flywheel, 14 inches.

Exhaust Pipe outlet, $1\frac{1}{4}$ inches.

Width of space between foundation Blocks, 7 inches.

Width of base over all, $11\frac{1}{2}$ inches.

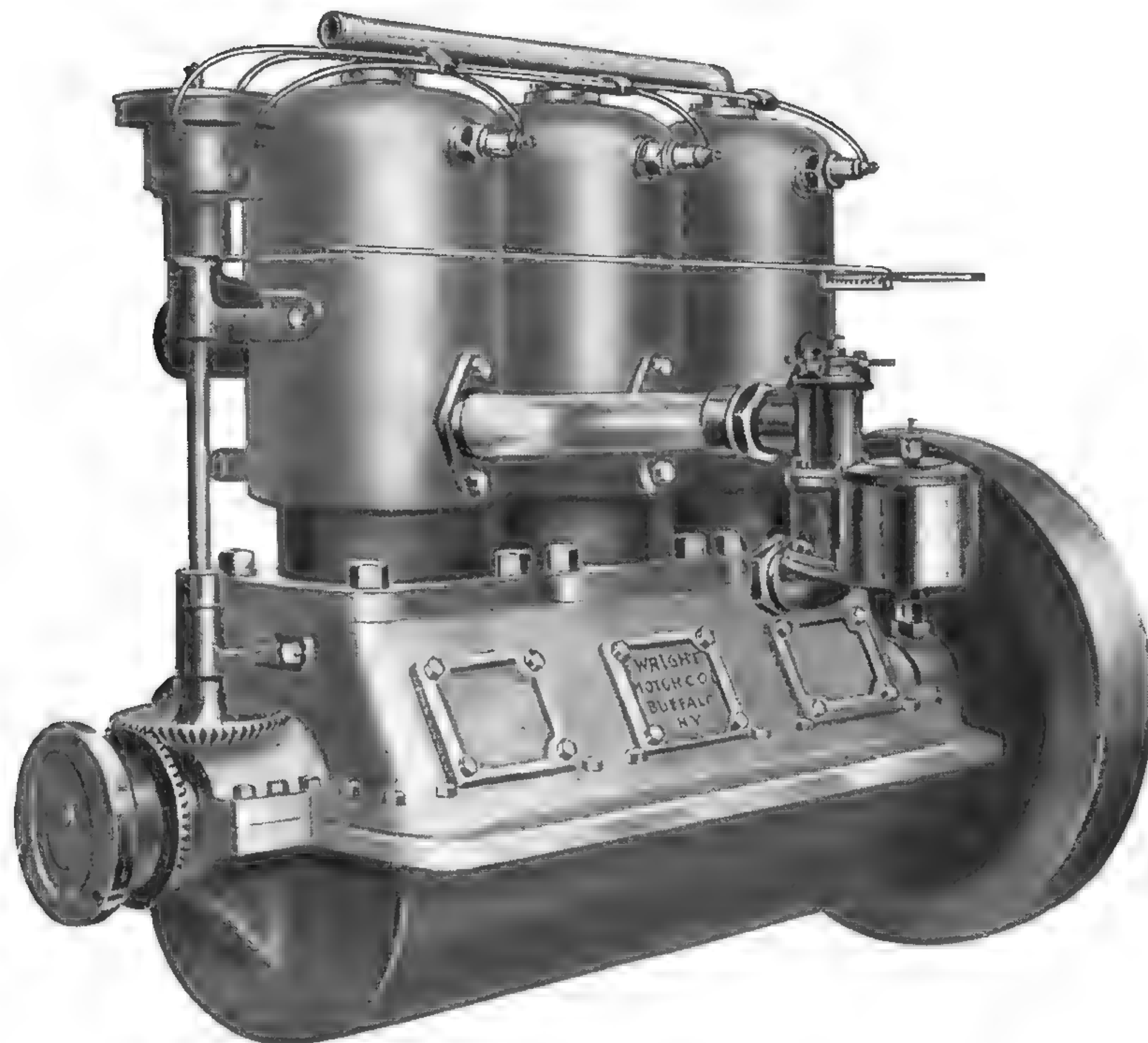
Length over all, including coupling, 32 inches.

Length of foundation, 22 inches. Height, 14 inches from base of flange.

Speed changed instantly at will from 100 to 800 with load.

Outfit includes, motor, pump, carburetor, timer, grease cups, oiler, starting crank, spark plug, coil, wire, coupling, 4 ft. shaft, iron propeller, stuffing box.

Our motors run on gasoline, kerosene and alcohol without changing carburetor.



18 to 24 H. P.

WRIGHT MARINE MOTOR

2 Cylinder 12 to 16 H. P.

3 Cylinder 18 to 24 H. P.

Diameter of crankshaft,	1¾ inches	1⅞ inches
Diameter of Flywheel,	19 inches	19 inches
Exhaust pipe outlet,	2 inches	2 inches
Width of space between foundation,	9 inches	9 inches
Width of base over all,	16½ inches	16½ inches
Length over all includ- ing coupling,	32 inches	38 inches
Length of foundation,	18 inches	20 inches

Height, 20 inches from base of flange.

Speed changed instantly at will from 75 to 700 with load.

Outfit includes, motor, pump, carburetor, timer, grease cups, oiler, starting crank, spark plug, coil, wire, coupling, 6 ft. shaft, iron propeller, stuffing box.

ONE CYLINDER

Bore and Stroke	Rated H. P.	Weight	Revolutions	Price	Extra for Salt Water Fittings
3 x 3	2 to 2½	68 lbs.	100 to 900	\$ 65.00	\$ 5.00
3½ x 3½	3 to 3½	96 "	100 to 900	75.00	6.50
4 x 4	4 to 5	132 "	100 to 900	125.00	8.50

TWO CYLINDER

3½ x 3½	7 to 8	160 lbs.	100 to 900	\$165.00	\$10.00
4 x 4	10 to 12	280 "	100 to 900	265.00	10.00
5 x 5	12 to 16	325 "	50 to 600	375.00	16.00

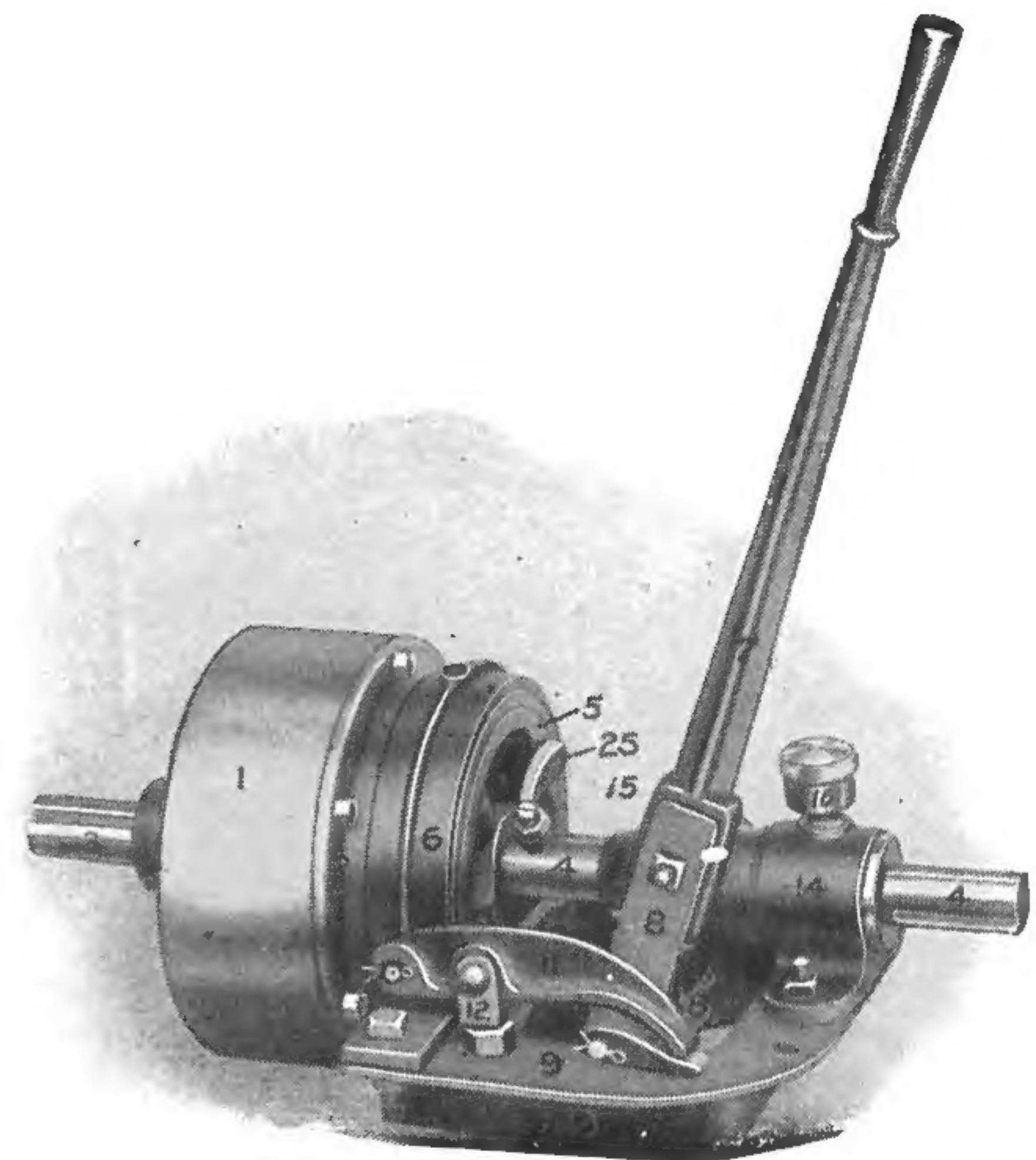
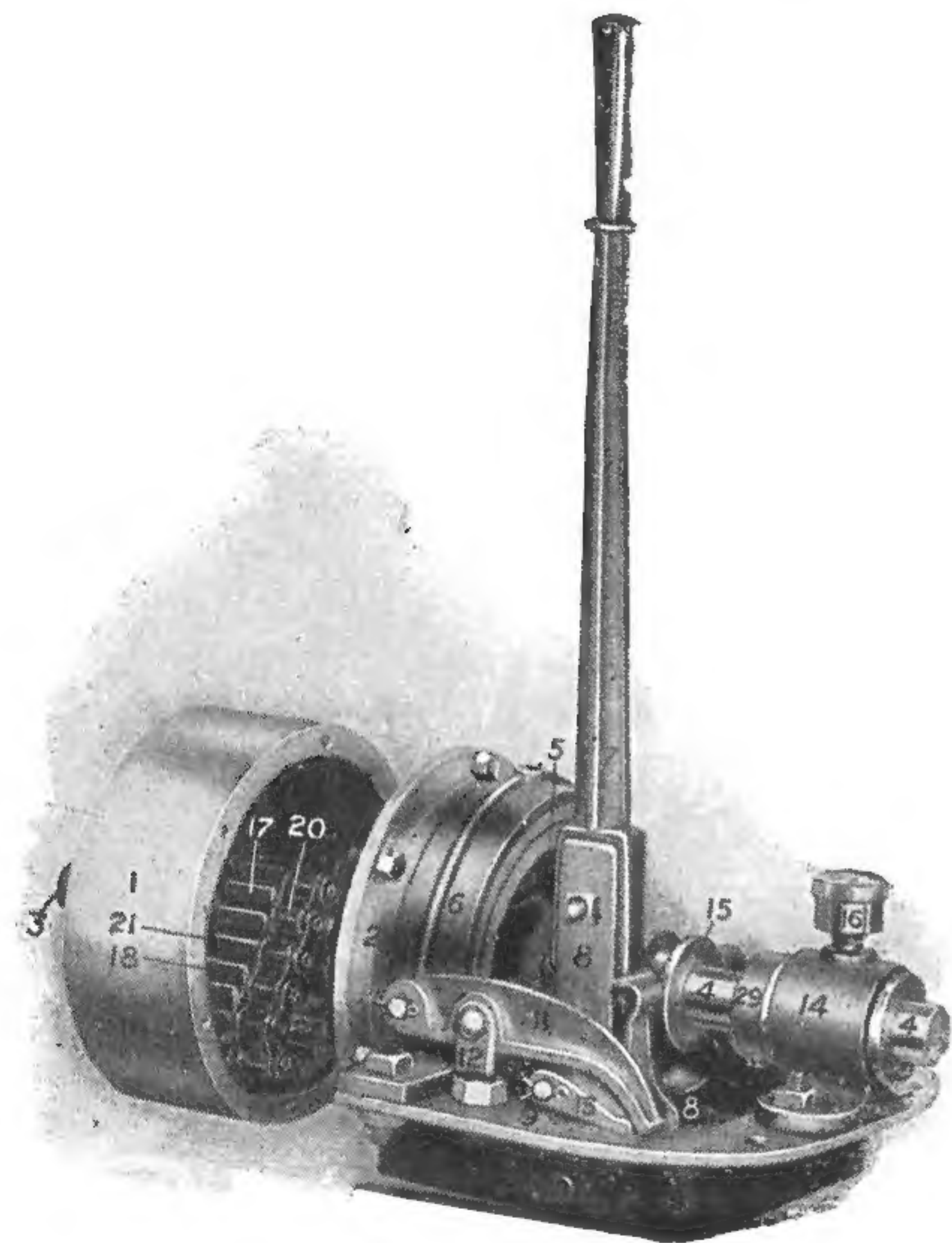
THREE CYLINDER

3½ x 3½	10 to 12	225 lbs.	100 to 900	\$240.00	\$11.00
5 x 5	18 to 24	520 "	50 to 500	550.00	18.00

FOUR CYLINDER

3½ x 3½	13 to 16	280 lbs.	100 to 900	\$315.00	\$12.00
4 x 4	20 to 24	465 "	100 to 900	530.00	18.00

REVERSIBLE CLUTCH.



No. 1 Special	-	-	-	\$ 12.00
Model A	-	-	-	35.00
Model B	-	-	-	65.00
Model C	-	-	-	95.00
Model D	-	-	-	175.00

All prices F. O. B. our factory.

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Posted 12/2022
B.D. Szafranski
Elma, NY USA
Do not reprint.

